

MITA Presents Michigan Construction Quality Partnership Awards

MITA's Vice President of Engineering Services Glenn Bukoski, P.E., presented the first Michigan Construction Quality Partnership Awards during MITA's Summer Conference July 21.

In addition to MITA the partnership includes MDOT, American Council of Engineering Companies - Michigan, Asphalt Pavement Association of Michigan, Michigan Concrete Paving Association, County Road Association of Michigan, Federal Highway Administration and the Michigan Road Preservation Association. The partnership is working together to improve all products, processes and relationships involved with highway design and construction through cooperation, coordination and a strong commitment to continuous improvement.

Four projects were recognized from the 2006 construction season that embodied the principles and goals of the CQP initiative.

#1 I-75/M-81 Interchange Reconstruction w/Roundabouts

Owner: MDOT Bay Region

Designer: DLZ of Michigan

Prime Contractor: Walter Toebe Construction Co.

The M-81 bridge over I-75 was in critical condition and daily traffic volumes were increasing, especially with commercial trucks, to the point that there were often significant back ups on the exit ramps and on the bridge. The interchange was a conventional tight diamond design that caused operational problems for truck drivers when making the tight radius turns resulting in the occasional rollover.

From an evaluation of the cost estimates of the alternative designs (five designs considered), and from an operational viewpoint MDOT found the "modern roundabout interchange" (fully integrated freeway

interchange with two roundabouts at the cross road on-off ramp termini locations) to be the significantly better and most attractive design alternative.

The consternation MDOT had to overcome was the fact that they had never constructed a roundabout on the trunkline system, let alone as a key element of a busy freeway interchange.

After many meetings and much discussion MDOT made the decision to build this "first time ever" project at an estimated cost savings of \$6 to \$7 million dollars when compared to the typical interchange reconstruction design. From the operational perspective the roundabouts were projected to provide a positive effect on reducing congestion and idle time, and improving safety and air quality. This was all due to the continuous movement of traffic and their maneuverability through the interchange. In addition to this Michigan CQP Quality Achievement Award, the CQP Executive Steering Committee has nominated this project for recognition in the 2007 NPHQ National Achievement Awards program.

#2 Southfield, M-10 Lodge Reconstruction

Owner: MDOT Metro Region

Designer: CH2M Hill

Prime Contractor: Dan's Excavating, Inc./Ajax Paving Industries, Inc.

The reconstruction of the "Mixing Bowl" (north end of M-10 Lodge where it connects with I-696 in Southfield) was a significant project in the Detroit Metro area in the summer of 2006. Two distinct projects, the reconstruction of M-10 in the Mixing Bowl and the Franklin Road bridge over I-696, were built concurrently over a four-month period. The M-10 project included the reconstruction of over three miles of



I-75/M-81 Interchange Reconstruction with Roundabouts: From left to right: Glenn Bukoski, MITA's vice president of engineering services; Bill Deacon, Walter Toebe Construction Co.; John Friend, MDOT's bureau director, Bureau of Highways – Delivery



M-10 Lodge Reconstruction/I-96/36th Street Interchange: Glenn Bukoski, Mark Johnston and Chris Poe of Ajax Paving Industries, Inc., John Friend

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concrete freeway, shoulder, and ramp pavements. This work was completed in conjunction with the establishment of a new drain, the rehabilitation of five bridge structures, and an extensive amount of electrical work on the freeway lighting and MDOT's MITS network. With their multiple and often overlapping traffic control scenarios, the M-10 and Franklin Road bridge projects posed significant operation challenges in accommodating the 230,000 vehicles that moved through the area on a daily basis. A very aggressive media campaign by MDOT and a lot of communication, cooperation, and careful planning by MDOT and the contractors involved made a difficult project a success that opened to traffic two months ahead of schedule.

#3 Ontonagon Bridge Relocation

Owner: MDOT Superior Region

Designer: MDOT Design Division

Prime Contractor: Zenith Tech, Inc.



Ontonagon Bridge Relocation: Glenn Bukoski, Joel Christopherson of Zenith Tech, John Friend

The Ontonagon Bridge relocation resulted in portions of M-64 and M-38 being relocated and the bridge location moving a half-mile upstream. The work took place in the Village of Ontonagon, located in the western Upper Peninsula along Lake Superior. The 13-span structure includes a multi-use pathway separated from traffic, a new carpool lot and decorative lighting which matches the lighting in downtown Ontonagon.

#4 I-96 / 36th Street Interchange

Owner: MDOT Grand Region

Designer: URS Corporation

Prime Contractor: Kamminga & Roodvoets, Inc./Ajax Paving Industries, Inc. Joint Venture

This project involved the construction of a new interchange at I-96 and 36th Street and the reconstruction of 2.12 miles of I-96, including ramp extensions. Other significant components of the project were the construction of five new bridge structures, temporary median and ramp crossovers, ramp work, construction of a wetland mitigation bank, and the establishment of native plants, grasses and a native prairie land.



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